

TIMBER

-7 OCT 1933

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Index. No.
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Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker					Port of Survey HULL
having POOP BRIDGE AND FORECASTLE					Date of Survey 6th OCTOBER 1933.
(Type of Superstructures.)					Name of Surveyor W. Engledow
Ship's Name "BOREVI."	Nationality and Port of Registry FINNISH AAB.	Official Number 1056 950	Gross Tonnage 1466 1318	Date of Build 1919-5.	Particulars of Classification +100 A.1.
Moulded Dimensions: Length 71.31 Breadth 11.43 Depth 5.664					
Moulded displacement at moulded draught = 85 per cent. of moulded depth					
Coefficient of fineness for use with Tables .781					

Depth for Freeboard (D) Moulded depth Stringer plate Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 5.676	Depth correction (a) Where D is greater than Table depth (D-Table depth) R = +139 (b) Where D is less than Table depth (if allowed) (Table depth-D) R = ✓ If restricted by superstructures ✓	Round of Beam correction Moulded Breadth (B) Standard Round of Beam = $\frac{B \times 12}{50} =$ Ship's Round of Beam = Difference Restricted to Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) =$ -5
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...					
„ overhang ...					
R.Q.D. enclosed ...					
„ overhang ...					
Bridge enclosed ...					
„ overhang aft ...					
„ overhang forward ...					
F'cle enclosed ...					
„ overhang ...					
Trunk aft ...					
„ forward ...					
Tonnage opening aft ...					
„ forward ...					
Total ...					

Standard Height of Superstructure _____
 „ „ R.Q.D. _____
 Deduction for complete superstructure **747**
 Percentage covered $\frac{S}{L} =$
 „ „ $\frac{S_1}{L} =$
 „ „ $\frac{E}{L} =$ **.4454**
 Percentage from Table, Line A. **Timber** **65.83 % ✓**
 (corrected for absence of forecastle (if required))
 Percentage from Table, Line B.
 (corrected for absence of forecastle (if required))
 Interpolation for bridge less than 2L (if required)
 Deduction = **747 × .6583 = -492**

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...		1					1		
$\frac{1}{6}$ L from A.P. ...		4					4		
$\frac{2}{6}$ L „ ...		2					2		
Amidships ...		4					4		
$\frac{2}{6}$ L from F.P. ...		2					2		
$\frac{1}{6}$ L „ ...		4					4		
F.P. ...		1					1		
Total ...									

Mean actual sheer aft =
 Mean standard sheer aft =
 Mean actual sheer forward =
 Mean standard sheer forward =
 Length of enclosed superstructure forward of amidships =
 „ „ aft of „ =
 Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) =$ **+30**
 If limited on account of midship superstructure.
 If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft.

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = 5.676 Summer freeboard 470 Moulded draught (d) 5.206 Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{48}$ inches = 108 Addition for Winter North Atlantic Freeboard (if required) = $\frac{d}{36}$ = 145	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta =$ Tons per inch immersion at summer load water line $T =$ Deduction = $\frac{\Delta}{40 T}$ inches = 108	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient 798 ✓ <table border="1"> <tr><td>+</td><td>-</td></tr> <tr><td>Depth Correction ...</td><td>139</td></tr> <tr><td>Deduction for superstructures ...</td><td>-492</td></tr> <tr><td>Sheer correction ...</td><td>30</td></tr> <tr><td>Round of Beam correction ...</td><td>5</td></tr> <tr><td>Correction for Thickness of Deck amidships ...</td><td>-</td></tr> <tr><td>Other corrections, scantlings, etc. ...</td><td>-</td></tr> <tr><td>169</td><td>497</td></tr> <tr><td colspan="2">- 328</td></tr> <tr><td colspan="2">Summer Freeboard = 470</td></tr> </table>	+	-	Depth Correction ...	139	Deduction for superstructures ...	-492	Sheer correction ...	30	Round of Beam correction ...	5	Correction for Thickness of Deck amidships ...	-	Other corrections, scantlings, etc. ...	-	169	497	- 328		Summer Freeboard = 470	
+	-																					
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169	497																					
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Summer Freeboard = 470																						

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, **Wood, Steel, Deck:**

Timber	Tropical Fresh Water Line above Centre of Disc	419	Timber	Tropical Fresh Water Freeboard ...	254
	Fresh Water Line	311		Fresh Water	362
	Tropical Line	311		Tropical	362
	Winter Line	58		Winter	615
	Winter North Atlantic Line	114		Winter North Atlantic	787
Summer	above	203			



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PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Description of Hatchway									
Dimensions of Hatchway									
COAMINGS	{	Height, above Deck							
		Thickness { Sides							
			Ends						
		Stiffeners							
		Brackets, Stays							
HATCH BEAMS	{	Number							
		Spacing							
		Scantling and Sketch							
		Bearing Surface							
FORE AND AFTERS	{	Number							
		Spacing							
		Unsupported Lengths							
		Scantling* and Sketch							
		Bearing Surface							
HATCH COVERS	{	Material							
		Thickness							
		How fitted							
		Bearing Surface							
Spacing of Cleats									
Number of Tarpaulins									

*Are wood fore and afters steel shod at all bearing surfaces ?
Are battens and wedges efficient and in good condition ?
Are tarpaulins in good condition and in accordance with rule requirements ?
Are lashings provided in accordance with rule requirements ?

Particulars of fiddley, funnel and ventilator coamings :—

Particulars of Flush Bunker Scuttles:—

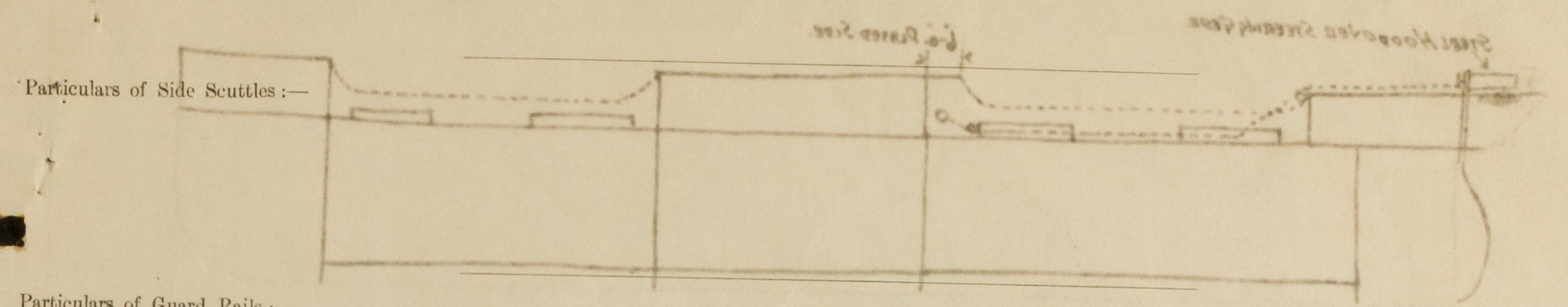
Particulars of Companionways :—

Particulars of Ventilators in exposed positions on freeboard and superstructure decks :—

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks :—

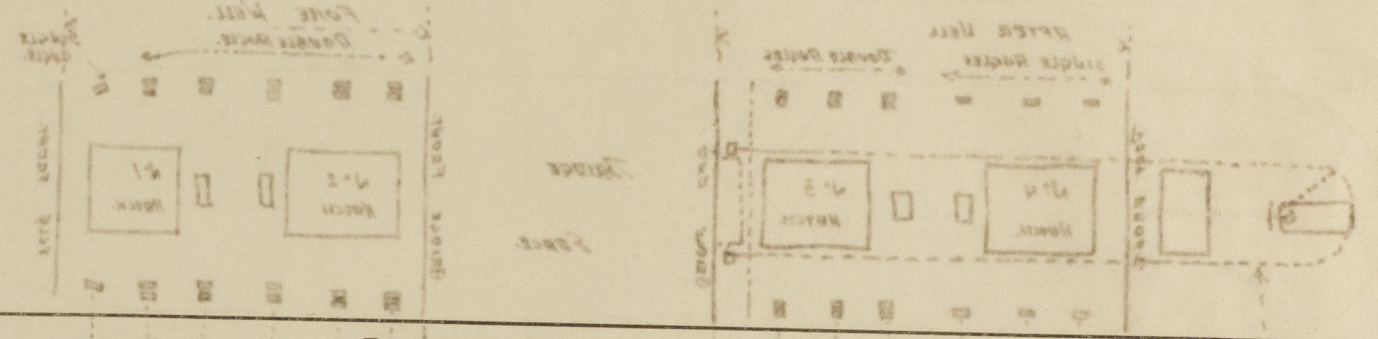
Particulars of Gangway Cargo and Coaling Ports :—

Particulars of Scuppers and Sanitary Discharge Pipes :—



Particulars of Guard Rails :—

Particulars of Gangways, Lifelines, etc. :—



Particulars of Freeing Arrangements

Particulars of Freeing Arrangements.						
	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well						
Forward Well						

State position of each freeing port { After Well :—
 (F. and A. position and height above deck edge) { Forward Well :—
 State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such :—
 Additional area where sheer is less than standard.

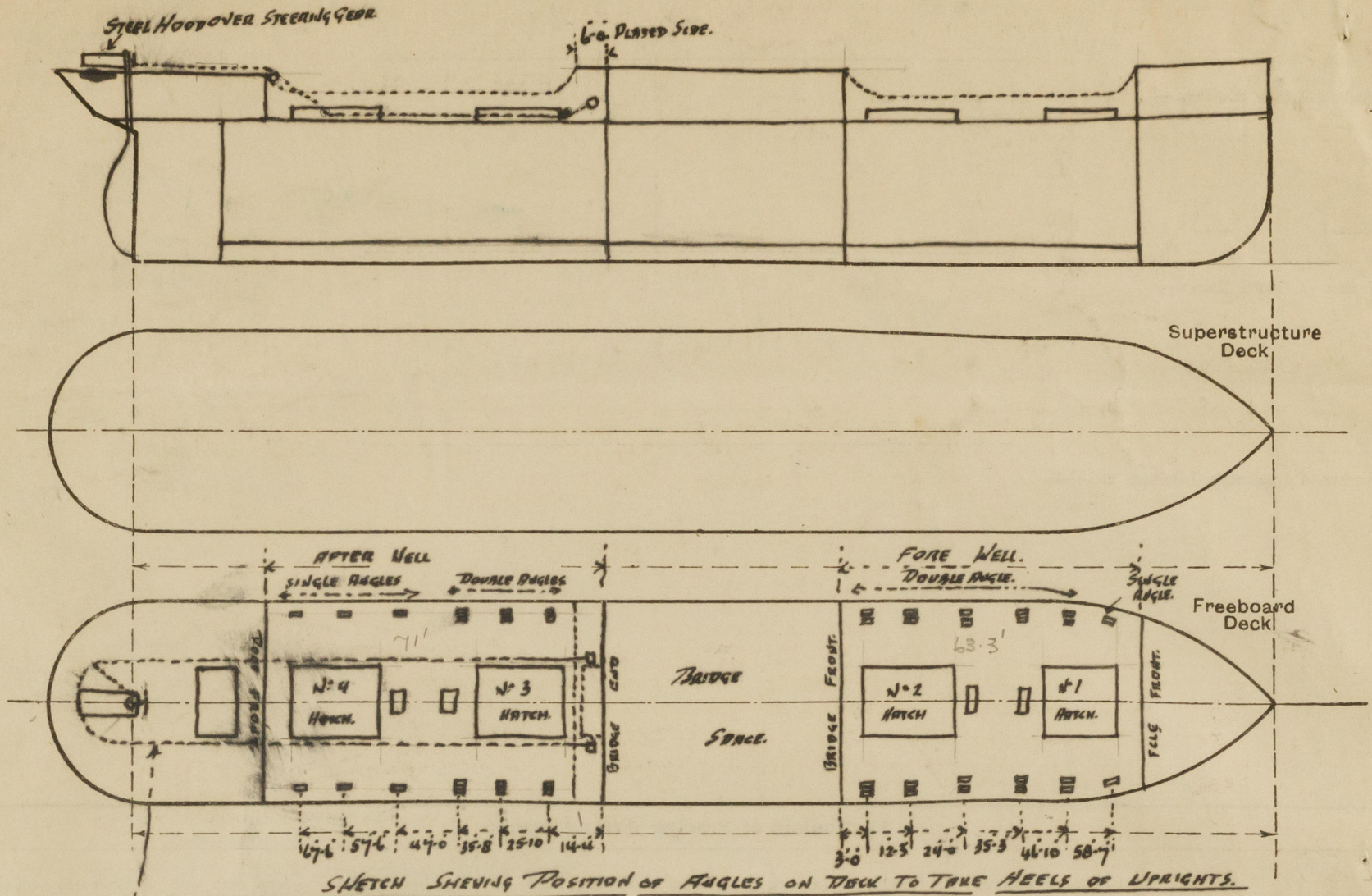
Particulars of Superstructures, Trunks, Casings, Deckhouses.

	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead								
Raised Quarter Deck Bulkhead ...								
Bridge, After Bulkhead								
Bridge, Forward Bulkhead								
Forecastle Bulkhead								
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Free- board or Raised Quarter Decks ...								
Exposed Machinery Casings on Super- structure Decks								
Machinery Casings within Superstruc- tures not fitted with Class I Closing Appliances								
Deckhouses on Flush Deck Ships ...								

Particulars of Closing Appliances (state if capable of being manipulated from both sides).

Particulars of Closing Appliances (state if capable of being manipulated from both sides).	
Poop Bulkhead	
Raised Quarter Deck Bulkhead ...	
Bridge, After Bulkhead	
Bridge, Forward Bulkhead	
Forecastle Bulkhead	
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	
Exposed Machinery Casings on Superstructure Decks	
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	
Deckhouses on Flush Deck Ships ...	

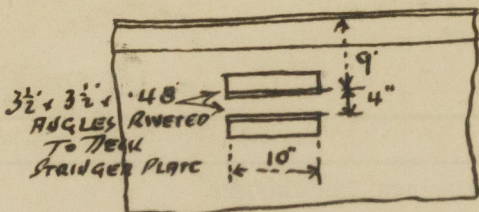
Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shewn on the following sketches:—



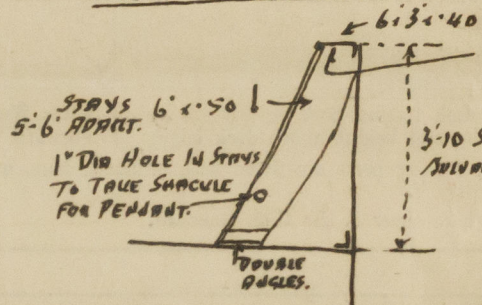
STEERING RODS ARE LED FROM QUADRANT ON POOP DECK ALONGSIDE HATCH COORNINGS AND PROTECTED BY STEEL PIPE COVER PLATES.

State any special features in the construction of the ship:—

SKETCH OF HEEL ANGLES FOR UPRIGHTS.



SKETCH OF BULWARK.



2 HOLES ARE DRILLED IN BULWARK RAIL TO TAKE WIRE ROPE FOR SECURING UPRIGHT. IN SAME POSITION AS DELTA WHEEL ANGLES.
NO SPECIAL FITTING SUPPLIED TO TAKE UPRIGHTS AT BULWARK RAIL.

FORE WELL } 4 skin pennants supplied for each well. Pennants secured to bulwark stays
AFTER WELL } and carried over top of timber cargo. A winchman is then run through
the pennants and carried to winches for tightening up pennants.
The only double bottom tank divided in center is stated to be the engine room tank.
The Captain would be pleased if the assignment letter could be forwarded direct to the
Owner. The vessel is expected to sail from Hull on Monday next.

Builder's name and yard number KOCKUMS M.V. AKTIEB. MALMO.

Names of sister ships ✓

Owners ANGE. AKTIEB. BORE THE KRAMER.

Fee £ 3 : 3 : 0 Received by me biggs

Please advise
4 Sept



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